

# THE FORBIDDEN ROAD

By MARIA ALBANESI.

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## CHAPTER XV.

The dark green blind flapped lazily to and fro against the lower part of the open window, letting in occasional streaks of golden light, and stirring the delicate fronds of the fern that, with a pot of heliotrope and some bowls of flowers, stood on the table at the foot of the bed.

Katherine lay and watched for those fugitive glimpses of sunshine and sun-bathed trees.

It must be very lovely out in the garden, she mused, dreamily; only it was such a long, long way to get there, and here it was so pleasantly restful, so calm, so conducive to dreams.

A great many birds had congregated on the big beech tree close to her window; there was a swallow's nest just under the eaves of the roof, and a great twittering went on every now and then.

Katherine could picture the cluster of yellow, wide-open beaks, and the industrious mother voyaging backward and forward, always with some toothsome morsel for one of those hungry mouths in her own beak.

"I think tiny swallows are very greedy," she said to herself, sleepily. "They are never satisfied."

And some one answered her—a small voice, from the floor, apparently.

"Kathie, Kathie, darling, is you going to wake up? Oh, do wake up, Kathie!"

The voice was plaintive almost to tears. Katherine opened her eyes, paused, and then, with an effort, pushed herself forward, resting on her elbow.

"Is there somebody there?" she asked, in such a funny, wavering voice as a great twittering went on every now and then.

For answer a very hot and a very small hand came creeping over the white sheet like a little mouse.

"It's me—Baby. They've sent me away all the time, nasty, unkind people. But I crawled in, and I do want you so, Kathie."

"Climb up," said Katherine faintly. It was a stupendous undertaking, entailing much slipping and dragging at the bed clothes, but at last a small, hot, disheveled little person had crawled close to the pillow and was kissing the white face lying there and cuddling a weak hand and arm as if it were a doll.

And then confidences followed. "Betty's dog has come, he's a awful duck, but she won't let me have nothing of him. Isn't she selfish?"

"I will give you a dog, sweetheart."

"A really one?"

"A real one."

"Nice, dear Kathie!"

The little soft face pressed close to the white one.

"But not a wool-fur dog?"

"No, a real one."

Baby lay and stared dreamily about the room.

"I'll give him jam," she said.

Katherine laughed.

"Fancy a real dog eating jam?"

"Fancy a real grown-up thing going to sleep for all the days?"

"I am very sorry," said Katherine, humbly.

The door was pushed open here in the softest way possible, and a voice whispered cautiously from the aperture:

"Baby! Baby!"

Baby giggled, and put her finger up in a warning fashion, but Betty was not deceived.

"I know you're here," she said, "and you didn't ought to come. You know what Auntie Brenny said. You was to leave Katherine alone."

"Nasty thing!" said Baby, in abusive fashion.

Katherine said, "Hush!" but this brought Betty straight to the bed. It took her just a minute to climb and nestle down on the other side.

"How long has she been here, little pickie?" she demanded.

The woolliness had gone from Katherine's brain.

"Don't tease her, darling," she urged, and she smoothed Baby's downy cheek soothingly as she spoke.

"She's a pickie," retorted Betty, "A horrid pickie."

Katherine made haste to avert a battle. "Watch the blind," she said, and you will see the sunbeam fairly sail into the room."

But Betty had no use for fairies this afternoon.

"My dog's got a silver collar. He's called Rex."

"Who brought him?" asked Katherine, in a low voice.

"Oh, Rupert, of course!"

The girl's heart gave a bang. She tried to remember when it was that she had staggered into the cool, restful bed with that aching torture in her brow and eyes.

"He will bite," said Betty.

And Baby whispered eagerly: "Mine will, too, won't he?"

"I think I will get up," said Katherine, but Betty at once assumed a sitting posture.

"You can't," she said, "your clothes have all been taken away."

"Then I'll wear yours."

Katherine was trembling all over! How stupid of her to have been ill. How long had she been shut up in this room?

The children began with bursts of laughter to dress her up in imagination in their garments.

She listened to them, hearing nothing; then she began to question again:

"You're the grown-up young lady, Betty," she said. "What has been going on down stairs? Did—did—Rupert really come?"

"Really and truly," said Betty. "He said he was awfully sorry you was ill. Auntie Brenny's been 'plaining too. Oh, Kathie, you must get well by Saturday! Cook's sister Flo is going to be married. Cook's making a cake. You will let me and Baby go, won't you? We want to carry her train."

"Is that all the news?" asked Katherine. The child puckered her brow and nodded her head, and then said:

"Oh, no. Somethin' else. Mummy sent us each a watch; a real living watch, Kathie; and she's gone to some mountains, and she's very well, and she's got a new name, and it isn't Rupert's, and she wants us to say our prayers for her every night."

The little voice on Katherine's right

began to murmur these devotional offices, but she stopped sharply halfway, because Betty exclaimed:

"Rupert's going to send my pony down here, and a donkey for Baby. Do you want your letters?" suddenly asked Betty, "and she's writing."

The heap turned out to be two. One with a foreign postmark, and one with the address of a London club stamped on the envelope.

"I know who that's from," said Betty, with a laugh. "That's Sammy. Oh, he's been down here, too! And what do you think? Baby asked him for a shilling!"

A voice from the staircase called both children to attention.

"Please ask Dennis if she will come to me," Katherine said, and Betty paused to shrug her shoulders.

"Can't Dennis be sent to mummy?" Then she said: "When did she go, Baby? I don't remember 'xactly."

"I think it was the day after this day," said Baby, after some reflection.

"Well, please," said Katherine, "I should like my clothes."

The women who she alone she sat forward, and with trembling fingers tore open Broxbourne's letter, the other she slipped under her pillow; she was not strong enough to read what Camilla had written just yet.

Sir Samuel was not skilful with his pen; his letter was brief.

"Dear Miss Graniger:

"I ran down as I said I should, and was awfully sorry to hear you were knocked over. I'll be down again soon, but I thought I would scribble you a word to say I shall keep my promise till I see you again."

Katherine Graniger's hand closed over the letter, and she lay back again, let the nervous beat steady down in her heart and pulses.

The blind still flapped to and fro, but the golden streak had moved. A blackbird was piping in the clear air; she could hear the children's voices from the garden. The room had the same tranquil air as before, but the soft reposeful element had passed away; the girl's eyes were closed, but she neither slept nor dreamed.

Remembrance was with her again, and with remembrance, heartache, yearning, and regret.

TO BE CONTINUED TO-MORROW.

## STANDARD OIL AGAIN ON RACK

Government Makes Another Effort to Crush Monopoly.

New Evidence Will be Introduced at Hearing Begun in Washington.

That the government intends to base its case to dissolve the Standard Oil Company on information collected by agents of the Bureau of Corporations, tending to show that that concern was enabled to control the petroleum market, and practically enjoyed a monopoly of the business through secret rebates granted by the railroads, was made plain yesterday at a hearing continued from New York, given by Judge Ferris, the examiner appointed by the Circuit Court at St. Louis.

At hearings heretofore held by Examiner Ferris, counsel for the government has contented itself with presenting testimony relative to the ownership of Standard Oil and matters relating to the charter of the company.

Yesterday the government laid bare its case, and it is the expectation that some lively sessions will mark the proceedings incident to the taking of the testimony in what is regarded as the greatest anti-trust prosecution undertaken by the Roosevelt administration.

The government will contend that Standard Oil and certain railroads willfully violated the law aimed at rebates; that it was paid secret rebates and given undue advantages over competitors in the transportation of its products.

E. Dana Durand, deputy commissioner of corporations, who, under the direction of former Commissioner James R. Garfield, took a leading part in the investigation into the operations of Standard Oil, was the only witness heard yesterday.

**LIEUT. PYE WINS PRIZE.**  
Gets Gold Medal and \$200 in Cash for Essay on Naval Topic.

Special to The Washington Herald.  
Annapolis, Md., Jan. 23.—An essay, entitled "A few hints to the study of naval tactics," by Lieut. William S. Pye, won the cash prize of \$200 and a gold medal in the annual prize competition of original essays on naval topics, conducted by the United States Naval Institute.

First honorable mention was voted to Pay Inspector John A. Mudd for his essay on the subject, "The Nation's Money," and second honorable mention to Lieut. Commander Yates Stirling, jr., for his paper on "The Nation's Defense." Both of these awards carried with them a cash prize of \$5 and life membership in the institution.

The Institute is composed of American naval officers all over the world, and the essays are submitted to the board of control composed of officers on duty at the Naval Academy for review.

## REAL ESTATE NOTES.

Stone & Fairfax have sold for J. Thomas a tract of land embracing twelve acres, at the head of Massachusetts avenue extended, just within the line of the District of Columbia, adjoining the subdivision known as American University Park.

The purchaser will hold the land for investment, expecting extensive improvements in that section.

Rumors are current in real estate circles that the property at the northwest corner of Vermont avenue and H street northwest, formerly occupied as the annex of the Arlington Hotel, and more recently the temporary home of the Metropolitan Club, is about to be purchased and rebuilt for business purposes. The property is owned by a New York man, and the identity of the purchaser has not as yet been made public. The rumor in another form connects the sale of the property with one of the perennial theater deals, which are revived at regular intervals.

Much interest is taken in the fate of the Hayburn bill, in the Senate, which provides for the purchase of the land lying between Pennsylvania avenue and the mall, for government use. A number of prominent real estate firms expect commissions from fixing up deals for many of the parcels with the government commission when it shall be appointed.

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## MONEY IS NEEDED

FOR

The Associated Charities,  
Citizens' Relief Association,  
Committee on Prevention of Consumption

Will you help?

There is special need of funds this year for the work of the three charities named. Contributions thus far have come in slowly, amounting to date to considerably less than those of last year at this time.

These charities do not pauperize or support the able-bodied. They promote employment and self-help. They minister to sick, widowed, discouraged, friendless people.

Small contributions are cordially appreciated. A number of large gifts are also indispensable if the work is not to be seriously crippled. Send contributions to any of the three charities, or to

THE JOINT FINANCE COMMITTEE,

811 G street.

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## LEGISLATION RECOMMENDED.

National Board Favors Merchant Marine and Waterway Improvements.

The National Board of Trade, which concluded its session yesterday, went on record in favor of the passage of a law to encourage the upbuilding of the American merchant marine, and for an annual appropriation of \$500,000 a year for the improvement of rivers and harbors.

It recommended the passage of a law providing for a uniform bill of lading, and affirmed the action of The Hague Peace Conference.

It urged that the laws be so modified as to permit the Secretary of the Treasury, in his discretion to accept certified checks in payment of customs in times of money stringency.

It expressed itself as opposed to any measures aimed at discrimination against Japan or her citizens.

After fixing January 19, 1909, as the date of the next meeting, which will be held in Washington, officers were elected for the ensuing year as follows: President, Frank D. La Lane, Pennsylvania; first vice president, P. M. Estes, Tennessee; second vice president, Clinton White, Massachusetts; and treasurer and secretary, William R. Tucker, Pennsylvania.

The meeting was held in the New Willard Hotel.

**"Wine, Woman, and Song."**  
Mortimer M. Theis's "Wine, Woman, and Song," direct from a long run of over 200 consecutive performances at the Circle Theater, Broadway, New York, will be seen here next week at the Majestic Theater.

Besides the large company of principals and beauty chorus, "The Broadway Quartette" and the famous "American Pony Ballet" are two of the sensational features that went so far toward making the success that has been so remarkable.

## LABOR COUNCIL IN SESSION.

A. F. of L. Hears Complaints from Many Unions.

The executive council of the American Federation of Labor resumed its session at headquarters yesterday, all members being present except Vice President Mitchell. The morning session was devoted entirely to the matter of the brewery workers, engineers, firemen, and teamsters' hearing.

The executive council further considered the question of the regulation and limitation of the injunction process, particularly as applied to labor disputes, decided that the matter is one of absolute principle, and from which no modification can be made, and concluded that it would stand for the bill introduced by Hon. George A. Pearre, of the Sixth Congressional district of Maryland.

The remainder of the day was taken up in hearings upon cases of claims of jurisdiction by organizations in interest. The cases considered were: The Brewery Workers, Engineers, Firemen and Teamsters, the Brotherhood of Electrical Workers and the Steam Engineers, the Federal Labor Union of New Orleans, the New York Central Federated Union, the Amalgamated Butcher Workmen, the American Society of Equity, the latter in regard to an endorsement of its effort to improve the conditions of the farmers and for the establishment of better and more mutually beneficial relations between the farmers and the wage earners.

The Bridge and Structural Iron Workers and the Metal Lathers' International unions' controversy were also considered.

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## A PRACTICAL LITTLE BLOOMER FROCK.



2766

The manner of clothing little people is becoming more practical every year, and one of the best evidences of this is seen in the popular wearing of bloomers in the place of petticoats. A bloomer frock is here shown which will prove excellent for practical use, since it represents the best of the recent designs. The dress is made in the popular one-piece style, the fullness being becomingly disposed in tucks and box-plaits and held in place by the belt. The fastening is in the back, under the center box-plait. The sleeves may be long or short, and the pattern includes two styles of cuff and two of collar, while providing also for a square-

neck adjustment. The bloomers are simply made, but quite up to date in cut and style. The fullness is gathered to a band at the waist, and the knees are finished with casings and elastics. Both garments are made of navy-blue flannel, which is both warm and serviceable, but any of the durable, dark colored fabrics are appropriate. The 8-year size calls for 7 yards of 24-inch material. Five sizes, 4 to 12 years.

A pattern of this may be obtained by enclosing 10 cents in stamps and addressing pattern department, The Washington Herald, 734 Fifteenth street northwest, giving the number (2766) and size wanted.

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## "PAY-AS-YOU-ENTER" CARS

By FREDERIC J. HASKIN.

With the advent of the 35 pay-as-you-enter street cars in New York, this new idea of urban transportation seems to be coming to stay. It was tried for less than a day in Pittsburgh, with ordinary cars, and was pronounced a failure, but everywhere else that it has been tried it has proven a satisfactory innovation to the patron and a profitable one to the street car company.

Some one with a taste for statistics has figured out that about 65 per cent of the urban population of the United States spend one-third of their waking hours on street cars. To the layman this seems a pretty strong estimate, but it is adopted in good faith by a leading manufacturer of pay-as-you-enter cars, so that it seems to comport with the information street car companies have at hand.

Census figures show that over 4,750,000 passengers were carried on the street car lines of the United States in 1902, and it is estimated that this increased to 6,000,000 in 1907. This amounts to something like 200 rides a year for every person residing in cities and towns having street car lines. The street cars carry more than seven times as many passengers as the steam cars of the United States.

For many years plans for the arrangement of the interior of street cars were like the laws of the Medes and the Persians that altereth not. Then came along some authority who declared that the details of car designs are of immense importance in their effect on the expenses of accident claims and the economic movement of rolling stock. Since then all sorts of new designs of cars have come out and many gratifying changes have been made, the latest of which is the pay-as-you-enter car.

But it takes work to educate the people up to the point of paying as they enter. It is a striking innovation, and at best there are many who resent the idea of having to dig up a fare while holding an umbrella in a rainstorm. Therefore, made to get the popular mind friendly toward the change. When the Niagara Falls line started its pay-as-you-enter cars it issued circulars to all patrons some time in advance, telling them what manner of service to expect, and how to use the new cars.

When the opening day arrived every one wanted to try it, and things worked to the entire satisfaction of the traction company. The experience there has been duplicated everywhere that they have put on the pay-as-you-enter cars along with the pay-as-you-enter rules. Others have not done so, as in Pittsburgh, the rule has not worked well.

These new cars are of the long, single-car type. They have an extra wide vestibule at the rear. The front vestibule is used only for the motorman, and is not open for entrance or exit. The people getting on the car get into the rear end of the rear vestibule and those alighting from it get off at the front half of it. The conductor stands facing toward the rear, well up by the door of the car. He can see every passenger as he gets on, drops in his nickel, and passes into the car. As a rule the conductor is given discretion as to whether the car shall be operated as an ordinary car or as one of the pay-as-you-enter type when there is very bad weather.

The advent of the new car has brought with it a new cash register. This register will be used on the Madison avenue cars in New York. It is so constructed that when the patron drops his nickel into the slot the fare is automatically registered. The conductor does not have access to the money until it has been registered, but after that he can get all that he wants for change-making purposes. If anything goes wrong with the registering apparatus the channel thereto is cut off, and the nickels drop directly into a locked box and continue to do so until the register is set in order again. There are other kinds of cash registers in use with the new cars, one of them being known as the "coffee pot" register from its resemblance to that well-known household utensil. Another is a little hand register, which the conductor holds. It has a slot in it, and the conductor hands it out to the patron, who drops his coin in. It resembles closely in its mechanism one of the simpler bicycle cyclometers, every passing coin corresponding to a revolution of the wheel. It is said to represent the company in the street car transaction. It registers the money and then releases it to the conductor, who is free to use it in making change. Another innovation that has come along with the cars is the change-making machine. These machines have been tested in Montreal and have given satisfaction. They are intended to be stationed at convenient points so passengers can secure the proper change before boarding cars.

One of the principal things that have impelled street car companies to adopt the pay-as-you-enter cars is the alleged existence of dishonesty among the employees. It is said that there are 3,500 conductors on the City Railway lines of New York. During the past year 1,500 resigned. Six thousand, five hundred were discharged, more than 2,500 of them for alleged dishonesty, most of which consisted in the practice of "knocking down" fares. This practically the entire force was changed twice inside of a single year.

The pioneer city in making the "pay-as-you-enter" experiment was Montreal. The general manager of the Montreal

traction lines is Duncan McDonald, who is also president of the pioneer company in the manufacture of this type of cars. Chicago joined in the procession later with 150 cars, and a duplicate order has been placed. Then followed the Niagara Falls traction lines, the New York City lines, and the system of the Public Service Corporation of New Jersey.

There have been many systems of fare collections since street cars came into existence. First there was the little box in which the patron dropped his fare while the driver of the old horse car rang it up. Then came conductors who collected the fares and rang them up, along with the cable and electric cars. In Louisville, Ky., and several other cities, they did not adopt the conductor at the same time they did the electric car, and the motorman was always between the devil of running over some one and the deep blue sea of having a patron put a bad nickel in the slot. Happily, they were more careful of the fellow in front of their cars than they were of the nickels that went into the slot, and matters went along reasonably well, but even in Louisville there were many bad nickels taken in. New York to this day represents every stage of street car development from the old horse car, which may be lifted off the track, hauled around an obstruction, and placed on the rails again, up to the most modern subway and elevated line. Probably no city on the globe presents such a diversity of ideas in its traction service.

The experiments of introducing the new feature of paying as you enter cars has been attended with many amusing incidents. In Pittsburgh a woman had her nickel, woman-like, in her mouth, and the crowd behind were pressing forward so briskly that she lost her head and swallowed the nickel. In Chicago there was a man who declared he would never submit to the outrage of having to stand out in the cold and search his pockets for a nickel. He tried to board a pay-as-you-enter car without paying, and when prevented, he grew obstreperous and landed in the police court. His resolution cost him 100 street car rides and a whole lot of trouble besides.

More street car men who have watched the experiment say that the new idea has demoralized the motorman. They point out that wherever that type of car has been tried it has worked to the satisfaction of the patrons, of the company, and of the employees. The strap-hanger looks upon cars as a godsend, since the arrangement stops the conductor from elbowing his way through the crowd. It is pointed out that the patrons need only become thoroughly acquainted with its advantages in order to be wholly for it, and as for the traction companies, they find that the additional speed with which they are able to get their cars from one end of the line to the other, the saving of expenses in accident claims, and the saving of fares that dishonest employees would otherwise have appropriated, make the new cars more than a paying investment.

But the car companies realize that much educational work will have to be done before the people of a city will be open for entrance or exit. It will therefore be seen how successful the new type of cars is it will be a long time before it can be generally adopted without retarding much valuable rolling stock. That the pay-as-you-enter car is coming to stay, however slow the coming may be, is the opinion of most street car men who have studied the records of the experiments with them. No race track frequenter ever studied past performance records of horses more carefully than traction managers study new street car experiments, for as evil is ever present with us when we do good, so the street car manager eats and sleeps with the proposition of how to carry the maximum number of passengers at a minimum cost to the company.

## To-morrow—Greatest of Dining Clubs.

**Funeral of Mrs. Rebecca De Lone.**  
Mrs. Rebecca De Lone, a resident of this city for about ten years, who died at her residence, 3533 Thirteenth street northwest, Wednesday, was buried yesterday morning in Congressional Cemetery. Funeral services were held at the Shrine of the Sacred Heart Church at 8:30 o'clock. Mrs. De Lone is survived by her husband, Edmund S. De Lone, and one daughter, Genevieve De Lone.

**Search for Hawaiian Beggar.**  
The police are endeavoring to locate a Hawaiian about thirty-five years old, claiming to be a sailor, who is said to have been soliciting money about the city for several days past. The man claims to be without funds and asks for money with which to pay for his fare to Baltimore, where he has friends.

## AMUSEMENTS.

**George Washington University Indoor Games,**  
Convention Hall, Saturday, January 25, 8 P. M.  
**32 EVENTS. 16 RELAY RACES. 350 ATHLETES. 44 RELAY TEAMS.**  
Teams from University of Virginia, Johns Hopkins, Catholic University, Richmond College, George Washington, high and prep schools, and athletic clubs in Washington, Baltimore and Virginia.  
Reserved seats on sale at A. G. Spaulding & Bros., 709 14th st.; Hickman & White, 1319 G st., and Walford's, 909 Pa. ave.  
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Only local shows offering exclusively American and foreign stars of the first rank.  
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**MARGARET ANGLIN**  
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In the "Long-awaited 'Great American Play'—  
**The Great Divide**  
By William Vaughn Moody.  
Grand Touring! "Chorus! Rehearsal! Revue!"  
59